

25X1

CLASSIFICATION **CONFIDENTIAL**COUNTRY Yugoslavia

REPORT NO

25X1

TOPIC NIS-KURSUMLIJA-KOSOVO POLJE and INDIJA-SUBOTICA RR LineEVALUATION ☐ 25X1

PLACE OBTAINED

25X1

DATE OF CONTENT See belowDATE OBTAINED _____ DATE PREPARED 21 September 1949

REFERENCES _____

PAGES 2ENCLOSURES (NO. & TYPE) ☐

25X1

REMARKS _____

RETURN TO CIA LIBRARY1. July 1949

25X1

NIS-KURSUMLIJA-KOSOVO POLJE RR Line (Single-track standard-gauge)

The KURSUMLIJA - PRISTINA RR Line section (70 km), the construction of which was begun in 1937, was completed on 2 July 1948 and put into operation on 7 July 1949. The line connects the LAPOVO - KRALJEVO - SKOPLJE and LAPOVO - NIS - ZAGREB north-south lines.

2. INDIJA - SUBOTICA RR Line

Class 1 trunk line, single tracked, European gauge.

Train density: 30 train within 24 hours.

Permissible number of axles: 120 per train.

Maximum speed: INDIJA - NOVI SAD, 60km/h;

NOVI SAD - SOBOTICA, 80 km/h;

Type of rails: INDIJA - NOVI SAD, J (42.5 kg/m)

NOVI SAD - VRBAS, S 45a (45.25 kg/m)

VRBAS - SUBOTICA, J (42.5 kg/m)

Sidings, C (34.5 kg/m).

a. RR Stations

Station INDIJA (Annex 1)

Station SREMSKI KARLOVCI, four tracks of 700 m each. Immediately after the RR station, the line, in a grade of 20 percent, overcomes the Fruskagora Mts. Part of the line is built on so-

CLASSIFICATION **CONFIDENTIAL**

25X1

25X1

CONFIDENTIAL

25X1

called slipping terrain, which causes the line in spring and fall to move by some centimeters toward the Danube River nearby. During these periods the speed limit for trains is 10 to 15 km.

Station NOVI SAD (Annex 2)

Three tracks to the Danube harbor; direct transloading from rail to barge.

Shunting station 2 km from NOVI SAD passenger station.

RR Station of VRBAS (Annex 3)

RR Station of BACKA TOPOLA (Annex 4)

RR Station of ZEDNIK (Annex 5)

RR Station of SUBOTICA (Annex 6)

12 locomotives, formerly 20. The central RR workshop is being dismantled to be transferred to BELGRADE.

b. Bridges

3.5 km behind PETROVARADIN bridge across the Danube, 480 m long. Combined RR and road bridge; reinforced concrete piers lined with concrete slabs; steel superstructure; river clearance, 14.2 m, 5 spans of 96 m each (Annex 7).

4.0 km behind NOVI SAD,	bridge across Kralja Aleksandra Canal,	40 m long
1.0 km " VRBAS,	" " Kralja Petra Canal,	40 m long
2.0 km before BACKA KRIVAJA,	" " Turija Brook,	10 m "
1.0 km " BACKA KRIVAJA,	" " road,	20 m "
6.0 km behind ZEDNIK,	" " Cantavir Brook,	10 m "
0.1 km before SUBOTICA,	" " road,	10 m "

c. Tunnels

0.1 km behind CORTANOVICI, tunnel, 800 m long
3.2 km behind PETROVARADIN, tunnel, 300 m long.

- 7 Annexes:
1. RR Station of INDIJA
 2. RR Station of NOVI SAD
 3. RR Station of VRBAS
 4. RR Station of BACKA TOPOLA
 5. RR Station of ZEDNIK
 6. RR Station of SUBOTICA
 7. Combined RR and Road Bridge across the Danube River near PETROVARADIN.

25X1

CONFIDENTIAL